

SOUTHERN LINES ARE NOT AFFECTED

But Strike in East Would Tie Up Travel North of Washington.

Railway lines operating south of Washington are not affected by the strike ordered yesterday in New York by the Brotherhood of Trainmen and the Brotherhood of Conductors of Eastern lines. Broadly speaking, the territory embraced in the strike is north of the Potomac and east of the Ohio River, and while the Chesapeake and Ohio and the Norfolk and Western touch each other at Ohio, it was explained last night that those roads have no wage question at issue with their employees.

It is not believed here, however, that any strike will be put into effect, the possibility of Federal mediation being always strong. But if there should be a strike it would play havoc with travel between Richmond and the North, for there would be no service beyond Washington. Trains from the South over the Atlantic Coast Line and the Seaboard Air Line are handled from Richmond to Washington by the Richmond and Potomac Railroad, and then by the Pennsylvania Railroad from Washington to New York, with a through service for some cars over the Baltimore and Ohio.

While we have been watching the situation with very keen interest, I do not believe that an actual strike will take place," said a railroad man last night. "There is too much in the air. Mediation means that the railroads will be forced to grant a certain wage increase, and if trains are tied up there is the certainty of tremendous loss. It would appear, therefore, that the roads are between the devil and the deep blue sea, with a two-edged sword swinging over them, no matter which way the cards may fall."

CLOSING GATES OF PANAMA CANAL

Water in Gatun Lake Should Be Eighty-Five Feet Deep by December 1.

New York, July 13.—The Canal Record, the official publication of the Isthmian Canal Commission, in the issue received in New York yesterday contains this account of the closing of the last of the great Gatun gates, which will bring Gatun Lake to the operating level.

"Anticipating the schedule, the last gate of the three eight-by-eighteen-foot sluices through the gate of the Gatun railway dam was closed at 10:40 A. M. on June 27, with the surface of the lake 48.25 feet above sea-level. It is not expected to open the gates again, and the lake may be considered to be on its final rise to operating level. Under conditions of normal runoff, as determined by measurements recorded over the watershed for the past twenty-three years, the lake will reach eighty-five feet about December 1, 1913; it should rise to seventy-one feet, the elevation of the railroad at Gorgona, about October 1. At that height it would afford a twenty-one-foot channel. The top of the dike at Gamboa, protecting Culebra cut from flooding through its north end, is 7.82 feet above sea-level. It is anticipated that the water will be let into the cut before the lake has reached that elevation, which it may do about November 1."

"The channel between Gatun and Gamboa has been completed since July, 1912, with the exception of about 300,000 cubic yards of gravel, washed into it by the Chagres River, which is to be removed by dredges. From Gatun to Bohio no excavation was required, except a small quantity at Pena Blanca, the surface of the ground was less than the surface of the canal. From Pena Blanca the excavation was marked with lights and buoys. From Pena Blanca to Tabalina the excavation was mostly in cutting off the tops of peninsulas formed by the tortuous course of the Chagres."

"The heavy work was from San Pablo to Gamboa. Total excavations in the Chagres district to date have amounted to 12,846,655 cubic yards. Including what remains to be done, the total excavation for the channel through Gatun Lake is less than the excavation accomplished in Culebra cut every year since 1907. Gatun Lake came into existence on April 26, 1910, when the west diversion at Gatun Dam was closed and the flow from the Chagres and Trinidad Rivers was forced through the spillway channel. The head of the spillway was ten feet above sea level, which caused the water to rise to a normal surface of fourteen feet above the surface in the flood the surface rose to about sixteen feet, inundating parts of the Panama Railroad through the Black Swamp. On February 15, 1912, the relocated line of the railroad between Gatun and Gamboa, was placed in use and immediately

The Berry Sale Is On

Don't forget that and that you owe it to your savings account to attend it to-day!

O. H. Berry & Company

News of Petersburg

Times-Dispatch Bureau, 5 Bollingbrook Street, (Telephone 1485), Petersburg, Va., July 13.

The special committee from the Council on the new bridge to the site for the new bridge to take the place of the western structure known as Bishop Bridge, which spans the Appomattox River, will recommend that the new bridge be built by the side of and immediately below the present one. The bridge will cost \$17,000. It will be of concrete, with railings of cast iron. The bridge will have seven arches, but the roadway will be level. The committee recommends further that the bridge be built with view to the elevation of River Street. The old bridge will be allowed to stand until the new one is built, as the tearing down of the old would only leave one bridge connecting Chesterfield County with Petersburg. And this is Campbell's Bridge, which is in the extreme western part of the city. Farmers from Chesterfield would be put to great inconvenience if they were forced to use Campbell's Bridge.

O. W. Mattox, president of the Council, who was slightly injured yesterday by being thrown from his buggy, which was struck by an automobile driven by R. G. Clarke, of Chesterfield, was out to-day. His injuries were not sufficient to cause any uneasiness.

George Cameron, Sr., wife and family left this morning for Maine, where they have a summer home. They will not return to the city until late in September.

afterwards the removal of the old line was begun. About the same time the sluice gates were closed and the lake was allowed to rise. It attained a maximum elevation of 56.3 feet on November 30, 1912. At this height the water poured over a gap, at fifty feet above sea level, in the uncompleted gate, and in order to allow the completion of the dam during the dry season, the sluice gates were opened in December. On January 1, 1913, the surface of the lake was 48.3 feet above sea level, around which it has been maintained since, though the completion of the gate to its elevation of sixty-nine feet, was accomplished in April.

WILSON COMING BACK TO CAPITAL

His Vacation Over, He Will Resume Grind at White House.

New Haven, Conn., July 13.—President Wilson left here at 5:57 o'clock to-night for Washington. His car was attached to the "Federal Express." The President left Windsor, Vt., where he has been spending a few days at his summer home with his family, at 2:25 this afternoon. He arrived here at 8:30 to-night. His train was the President's attention immediately after his arrival at the White House will be directed to the conference scheduled for to-morrow with the representatives of the railroads, the trainmen and conductors over the threatened strike on Eastern lines. During his vacation, Mr. Wilson has followed the newspapers closely and has been kept advised of Washington affairs in daily telegrams from Secretary Tamm.

The President goes back to his work physically strengthened by his trip. Cheerfully noting that it was the 13th day of the month and remarking that the number 13 had been to him always an omen of good luck, the President said readily to his family at Harlakenden House about 2 o'clock this afternoon, motoring three miles to Windsor, Vt., where his private car had been dispatched. Earlier in the day the President and his family attended services at a church in Cornish.

The President enjoyed the railroad ride, sitting most of the time on the observation platform. He shook hands with many persons at the various New England stations.

WOMEN FAIL IN VOTE TEST.

Some Stay-at-Homes of Geneva, Ill., President said ready to his family at Harlakenden House about 2 o'clock this afternoon, motoring three miles to Windsor, Vt., where his private car had been dispatched. Earlier in the day the President and his family attended services at a church in Cornish.

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NOTE OF PROTEST RESULTS IN QUIET MEXICAN SUNDAY

(Continued From First Page.)

depend upon the government of the United States to guarantee a settlement of their claims against Mexico, the fear of delay in the adjustment of claims and the hazard of the loss or destruction of all of their property has made hundreds take the risk of remaining in the revolution-torn country. In the last month, however, between two and three hundred agents of the United States at the government expense.

Will Keep Hands Off.

Washington, July 13.—With Secretary Bryan and the President probably not informed of the situation in Mexico City, the officials here take a view of that situation, the keynote of which is, let it alone.

The officials seen to-day declare that the conditions set forth in the newspapers indicating hostility to Americans in Mexico City are a common occurrence and are not the results of a conspiracy with the Huerta government against the United States and the ambassador. The Huerta government is said to be nearly at its end, and it would be very impolitic for it to be associated with these outbreaks.

Five Rescued by Guards.

(Special to The Times-Dispatch.)

Atlantic City, N. J., July 13.—John Hess, of Newark, was one of five persons rescued in the surf here to-day after thrilling work by the life guard. Hess was rescued after a couple of dives. He was pushed to the beach, and responded to treatment. The other rescues were of Atlantic City and Philadelphia people.

NASTY SQUALL DISASTROUS

(Special to The Times-Dispatch.)

New York, July 13.—A nasty squall which blew up out of the southwest and swept across Manhattan at the rate of fifty miles an hour late this afternoon caused much death by drowning, as a result of capsize boats and persons in waters adjacent to the city. One was drowned at Seafair, another at Jersey City, two at Connetquot, two in the Hudson, and one at New York and two at Connetquot.

In Manhattan, pedestrians were sent scurrying to shelter from the dust-blown wind and heavy rain. Windows were blown in and much shrapnel was damaged. Thousands of pleasure seekers in the Bronx Zoo, Central Park and other resorts were drenched by the rain, which fell in torrents.

George "Honey Boy" Evans and his wife, who are at the Hotel Shelburne, Brighton Beach, narrowly escaped drowning to-day, when they were in which they were paddling some distance out from the beach, was upset. Miss Pauline Fletcher, of Brooklyn, who was among the bathers, swam out and brought Mrs. Evans safely ashore. Benjamin Hilton, a life guard, performed the same service for Evans.

EIGHT MEN DROWNED

Among Them First Officer of Cymric

Boston, Mass., July 13.—Grafton Morgan, first officer of the White Star Line steamship Cymric, and Captain Arthur Ayres, superintendent of the Saltaire Haven at Charleston, together with six men employed as freight handlers by the Boston and Maine Railroad, were drowned in the outer harbor here this afternoon, when the ship, which was carrying a cargo of oil, capsized. Six other men of the party were saved by rescuers in motorboats.

Weather Fair and Generally Warm

Washington, July 13.—Warm and generally fair weather, except for local thunder showers, is promised by the Weather Bureau for the coming week.

The weekly bulletin, "will develop eastward and will be attended by local thunderstorms that will increase in frequency as they move westward. A rather disturbed weather over the central and northern portions of the country, reaching the Atlantic States Wednesday or Thursday. A rather disturbed weather should appear over the extreme Northwest about the end of the week, bringing with it local showers in the section, and a preliminary disturbance is indicated during the week, except in the South Atlantic and East Gulf States, where local thunderstorms will continue."

A warm weather will continue over the Southwest and over the Southern districts west of the Rocky Mountains, while over the Plains States and the great central valleys the temperatures may be expected during the early part of the week, followed by some moderation after the middle of the week, and by another rise over the Northwest by the end of the week. The East and Gulf States normal summer temperatures will prevail.

"There are no present indication of a West Indian disturbance."

CHARGE IS SUSTAINED

Littman Denied Promotion Because He Is Jew.

Albany, N. Y., July 13.—The contention of Samuel Littman, of Brooklyn, that he was denied promotion in the National Guard because he is a Jew is sustained in the official report of an investigation of the case made public to-day.

The report recommends that Colonel Henry B. Hartung, commanding the regiment in which Littman, who was a sergeant, sought election as second lieutenant, be censured and "otherwise dealt with as his offense, in the judgment of the commander-in-chief, may warrant."

Governor Sulzer has ordered that the recommendations be carried out.

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TRAIN CRASHES INTO STREET CAR

(Continued From First Page.)

Weeks on the Michigan Central Railroad near here to-day.

Engineer J. Martin, of Detroit, was buried beneath his engine and crushed to death when a train of empty baggage cars running from Chicago to Buffalo left the rails. His fireman, Clayton P. Cole, of Jackson, was scalded and nearly recovered.

A few hours later two passenger trains on the Grand Rapids division collided head-on on the Grand River bridge, a few miles north of Jackson. W. J. Field, fireman of Jackson, was terribly crushed. Engineer George Peacock, of Jackson, was seriously hurt, and several passengers were badly injured. The tender of one engine and a baggage car were thrown into the river and two coaches were wrecked.

The cause of the first accident has not been learned. A misunderstanding of the grade of the track was believed to be responsible for the second.

ARMY DEFEATED, KING IS AFRAID TO FACE PEOPLE

(Continued From First Page.)

the consulates which were filled with fugitives, and poured shrapnel into the crowds fleeing from the city.

Retreat All Along Line.

Sofia, July 13.—A sensational statement to-night announces that the Servians retreated all along the front to-day, pursued by Bulgarians. The captured important positions in the Egri Palanka district. Eight Servian officers and 349 men were captured.

OBITUARY

Robert K. Curtis.

(Special to The Times-Dispatch.)

New York, July 13.—Robert K. Curtis, son of John Curtis, of Elizabeth City County, died at his home in Hampton Roads, after a long illness, aged sixty-nine years. The funeral will take place from the residence to-morrow afternoon at 2 o'clock. He will be taken to York County for burial.

Sheriff Curtis was a native of Gloucester County, Va. He served in the Civil War during the war. He was the son of the late Colonel Robert Curtis, of Gloucester County, and was moved to Hampton, and was elected sheriff of Elizabeth City County in 1887. He held that office until 1907, when he was elected sheriff of the county at every succeeding election.

Dr. Montie Griffith.

(Special to The Times-Dispatch.)

Berryville, Va., July 13.—Dr. Montie Griffith, son of John Griffith, of Berryville, died at his home in Washington on Friday last, after a long illness, aged 84 years. He practiced medicine in Washington for a number of years, and was a prominent citizen. He was married to Mrs. Mary Griffith, of Maryland. They had two daughters, Mrs. John Griffith, of New York, and Mrs. John Griffith, of New York. He was accompanied by his family and a number of friends. Funeral services were held at 2 o'clock this afternoon, at the home of his wife, Mrs. Griffith, in the Hill Cemetery with Masonic honors.

John L. Saunders.

(Special to The Times-Dispatch.)

Ashland, Va., July 13.—John L. Saunders, chairman of the Board of Supervisors of Hanover County, died at his home here last night, after a long illness, aged 74 years. He was a prominent citizen and was a member of the Board of Supervisors for many years. He was married to Mrs. Mary Saunders, of Hanover County. They had four children, Mr. H. L. Saunders, of Ashland, and Mr. J. L. Saunders, of Ashland, and Mr. J. L. Saunders, of Ashland, and Mr. J. L. Saunders, of Ashland. He was accompanied by his family and a number of friends. Funeral services were held at 2 o'clock this afternoon, at the home of his wife, Mrs. Saunders, in the Hill Cemetery with Masonic honors.

Dan Maloney.

(Special to The Times-Dispatch.)

Culpeper, Va., July 13.—Dan Maloney, a well-known Confederate veteran of Brandy, died last week at the home of his wife, Mrs. Maloney, where he had gone for medical treatment. Mr. Maloney was a native of Ireland, coming with his family to Virginia only a few years before the Civil War. He enlisted at the first call for volunteers, going out first with the "Brandy Rifles," a company organized at that place, and fought with conspicuous bravery for his adopted country all four years of the war. In later years he had conducted a successful livery business at Brandy.

Mrs. Margaret Maddux.

(Special to The Times-Dispatch.)

Culpeper, Va., July 13.—Margaret Maddux, the mother of Clayton Maddux, of Flint Hill, died at her home at the home of her brother, Mr. Maddux, after a long illness, aged 74 years. She was a prominent citizen and was a member of the Board of Supervisors for many years. She was married to Mr. Clayton Maddux, of Ashland. They had four children, Mr. H. L. Maddux, of Ashland, and Mr. J. L. Maddux, of Ashland, and Mr. J. L. Maddux, of Ashland, and Mr. J. L. Maddux, of Ashland. He was accompanied by his family and a number of friends. Funeral services were held at 2 o'clock this afternoon, at the home of his wife, Mrs. Maddux, in the Hill Cemetery with Masonic honors.

Deaths.

CLAYTON—Died, Saturday, July 12, 1913, at 7:30 P. M., at his residence, 110 Wallace Street, WALTER C. CLAYTON, in the twenty-ninth year of his age.

The funeral will take place THIS (Monday) AFTERNOON at 2 o'clock from the above residence. Interment in Riverview.

LACY—Died, at her son's residence, Mr. R. T. Lacy, Jr., Laurel, Va., at 8:30 July 12, 1913, Mrs. R. T. LACY. She is survived by her husband and six children, as follows: M. J. Lacy, of Dumfries, Va.; J. F. Lacy, of Charleston, Va.; Mrs. J. L. Lacy, of Richmond, Va.; Mrs. J. L. Lacy, of Richmond, Va.; Mrs. M. C. Lacy, of Richmond, Va.; Mrs. M. C. Lacy, of Richmond, Va.

CHAPMAN—Died, Sunday, July 13, at his residence, 1210 North Twenty-seventh Street, O. J. CHAPMAN, in the eighth year of his age.

Funeral notice later.

SAUNDERS—Died, at his home, near Ashland, Va., July 12, 1913, at 11:25 A. M., JOHN L. SAUNDERS, for many years chairman of the Board of Supervisors of Hanover County. He is survived by his wife and four children.

Funeral from the residence TO-DAY (Monday) at 5 P. M. Interment in Oakland Cemetery at Ashland, Va.

LAND—Died, Sunday, at 4 P. M., AUBREY M. LAND, in the eighteenth year of his age, son of Mrs. Henry M. Land, of the West Cary Street. Funeral notice later.

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Sun rises.... 5:41
Sun sets.... 7:30

HIGH TIDE:
Morning.... 1:22
Evening.... 2:07

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